

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 05/29/2007

NYC07CA080 File No. 21511	02/28/2007	Landenberg, PA	Aircraft Reg No. N3278F	Time (Local): 14:00 EST		
Make/Model:	Mooney / M20F			Fatal	Serious	Minor/None
Engine Make/Model:	Lycoming / IO-360		Crew	0	0	1
Aircraft Damage:	Substantial		Pass	0	0	0
Number of Engines:	1					
Operating Certificate(s):	None					
Type of Flight Operation:	Personal					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: New Castle, DE			Condition of Light: Day			
Destination: Local Flight, DE			Weather Info Src: Weather Observation Facility			
Airport Proximity: Off Airport/Airstrip			Basic Weather: Visual Conditions			
			Lowest Ceiling: 3700 Ft. AGL, Overcast			
			Visibility: 10.00 SM			
			Wind Dir/Speed: 310 / 012 Kts			
			Temperature (°C): 7			
			Precip/Obscuration: No Obscuration; No Precipitation			
Pilot-in-Command	Age: 68		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft: 2065			
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land			Last 90 Days: 6			
Instrument Ratings			Total Make/Model: 292			
Airplane			Total Instrument Time: 203			

The pilot of the Mooney M20F departed on a local flight. Approximately 30 to 35 minutes after takeoff, the airplane's engine began to sputter, which was followed by a total loss of power. The airplane sustained substantial damage to the firewall and airframe during an ensuing forced landing to a field. Examination of the airplane revealed that both fuel tanks were intact, however, they contained no fuel. The pilot stated that he did not experience any mechanical problems with the airplane and attributed the loss of engine power to fuel exhaustion. He reported 2,065 hours of total flight experience, which included approximately 292 hours in the same make and model as the accident airplane.

Brief of Accident (Continued)

NYC07CA080

File No. 21511

02/28/2007

Landenberg, PA

Aircraft Reg No. N3278F

Time (Local): 14:00 EST

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL

Phase of Operation: CRUISE

Findings

1. (C) FLUID,FUEL - EXHAUSTION

2. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: EMERGENCY LANDING

Findings

3. TERRAIN CONDITION - GROUND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The pilot's improper preflight planning, which resulted in a loss of engine power due to fuel exhaustion, and subsequent forced landing to a field.